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CENTRAL INTELLIGENCE AGENCY 25X1 REPORT

INFORMATION REPORT

CD NO.

COUNTRY East Germany

DATE DISTR. 25 September 1952

SUBJECT Technical Details observed on Type-27 and Type-30 Jet Bombers

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SUPPLEMENT TO REPORT NO.

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THIS IS UNEVALUATED INFORMATION

1. Type-27 jet bombers were fitted with an antenna mast, about 25 cm long, on the fuselage behind the cabin. The antenna which was provided with three egg-shaped insulators led from this mast to the top of the rudder assembly.

2. It was repeatedly noticed that there was no antenna mast on type-30 aircraft. The antenna led directly from the end of the cabin to the top of the rudder assembly. There are two egg-shaped antenna insulators, each fitted 10 to 15 cm from the end of the antenna. (1)

3. On several type-27 planes, it was observed that there was a lid, about 1 meter square located about 20 cm behind the radar blister under the fuselage. A red circle was painted on each of the four corners of the lid. these circles were to mark the locks. It has not been observed, so far, that the lid was removed. (2)

4. The cabin roof of a type-27 aircraft was opened to the left by one man. Two thirds of the roof was open; a man climbed out of the cabin and dismounted the aircraft at its right side.

5. It was observed on a type-27 aircraft that two men opened the cabin roof to the left after they had mounted the aircraft by means of a ladder at its right side. The front and the rear part of the canopy remained in its original position. (3)

6. Even from a very short distance no bomb shackles could be seen under the wings of a type-27 and type-30 aircraft. (4)

7. All aircraft were fitted with two reverse T-shaped devices under each wing between fuselage and engine. The devices had the thickness of a pencil; the vertical part was about 30 cm long and the horizontal part which was about 10 cm long was parallel to the flight direction. The two devices were about 30 cm apart. Source called them dipoles. (5)

8. Type-27 and type-30 jet bombers were fitted with a flap, about 80 to 100 cm long, and as wide as the fuselage. This flap was located under the rear end of the fuselage and opened to the rear. It had three holes to step in and was provided with a pressure cylinder.

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9. When the guns of a type-27 jet bomber were being adjusted, a cable was plugged into the first of the two covered apertures which were about 1 meter aft of the Soviet star in the fuselage. This cable was connected to a battery carriage. First the right nose gun fired one shot, was adjusted and fired another shot. Then the same procedure was repeated with the left nose gun. The aircraft then was turned for the adjustment of the rear guns. The target had a frame, about one meter square, which was erected on a scaffold about 20 meters from the aircraft at a height of 2.5 m to 3m. There was a vertical stripe in the center of the target and a cross on either side of this stripe at equal distances. The target could be moved in vertical direction and was used for both the nose and tail guns. The
25X1 adjustment of the guns of type-30 bombers has not yet been observed. (6)

10. [redacted] four step-in holes in the lower part of the fuselage, forward of the ventral turret. A dark metal tube, about 10 cm long, was seen forward of the lowest hole. (7)

11. A fuel truck with trailer was parked left of type-27 jet bomber. A hose led from the fuel truck to an aperture in the upper side of the fuselage. Two soldiers were standing on the fuselage holding the hose into this opening. The refueling
25X1 procedure of the jet bomber was still in progress [redacted] after about half an hour. (8)

12. [redacted] a jet bomber can hold 3 cubic
25X1 meters fuel and that the bomb load is not big. (9)

13. A small flap was observed on the rudder on a type-30 aircraft which taxied. This flap which had, so far, been mistaken for an identification mark moved while the aircraft taxied. (10)

14. Two batteries, each about 20 x 30 x 50 cm, were mounted on the battery carriage which had been connected to the jet bombers at the adjustment stand. The batteries were placed beside each other. The carriage had rubber tires, about 25 cm in diameter, and a T-shaped tow bar.

15. Four take-offs of a type-30 aircraft were recorded with a stop watch. Each time
25X1 the aircraft rolled for a period of 21 seconds until it became airborne; the
25X1 take off runs were 600 to 700 meters long.

[redacted] Comments.

(1) The information on fixed antennas generally agrees to a previous report. There
25X1 are deviations in the distance of the egg insulators from the ends of the antenna. [redacted]

(2) The red circles are reported for the first time. [redacted]
25X1 [redacted]

(3) See Annex, sketch 1 for the opened cabin roof. [redacted]
25X1 [redacted]

(4) This observation is confirmed by photographs.

(5) These devices were seen on photographs of type-27 aircraft, but could not be
25X1 identified. They are about 50 cm apart and are believed to be dipoles of the radar set.

(6) The adjustment of guns was previously reported. [redacted]
25X1 [redacted]

(7) The step-in holes were confirmed. The reported tube is an antenna shaft which is
25X1 about 60 cm long. See Annex, sketch 2 for step-in holes and metal tube.

(8) The same refueling procedure was previously reported. [redacted]

(9) It is believed that the lieutenant misled [redacted] intentionally.

(10) This flap, which is located in the upper third of the rudder, has not been identi-
25X1 fied with regard to its purpose. The alleged moving of this flap cannot be explained.

25X1

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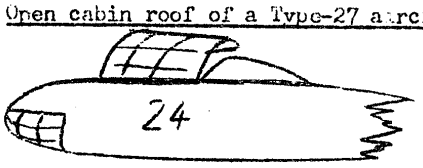
25X1

Annex

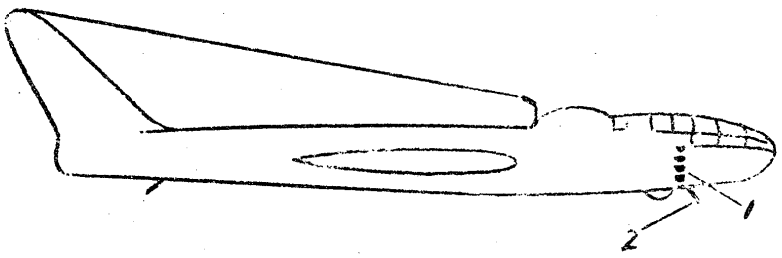
Sketch No 1

Open cabin roof of a Type-27 aircraft



not to scale

Sketch No 2



1 Step-in holes

2 Metal tube

not to scale

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